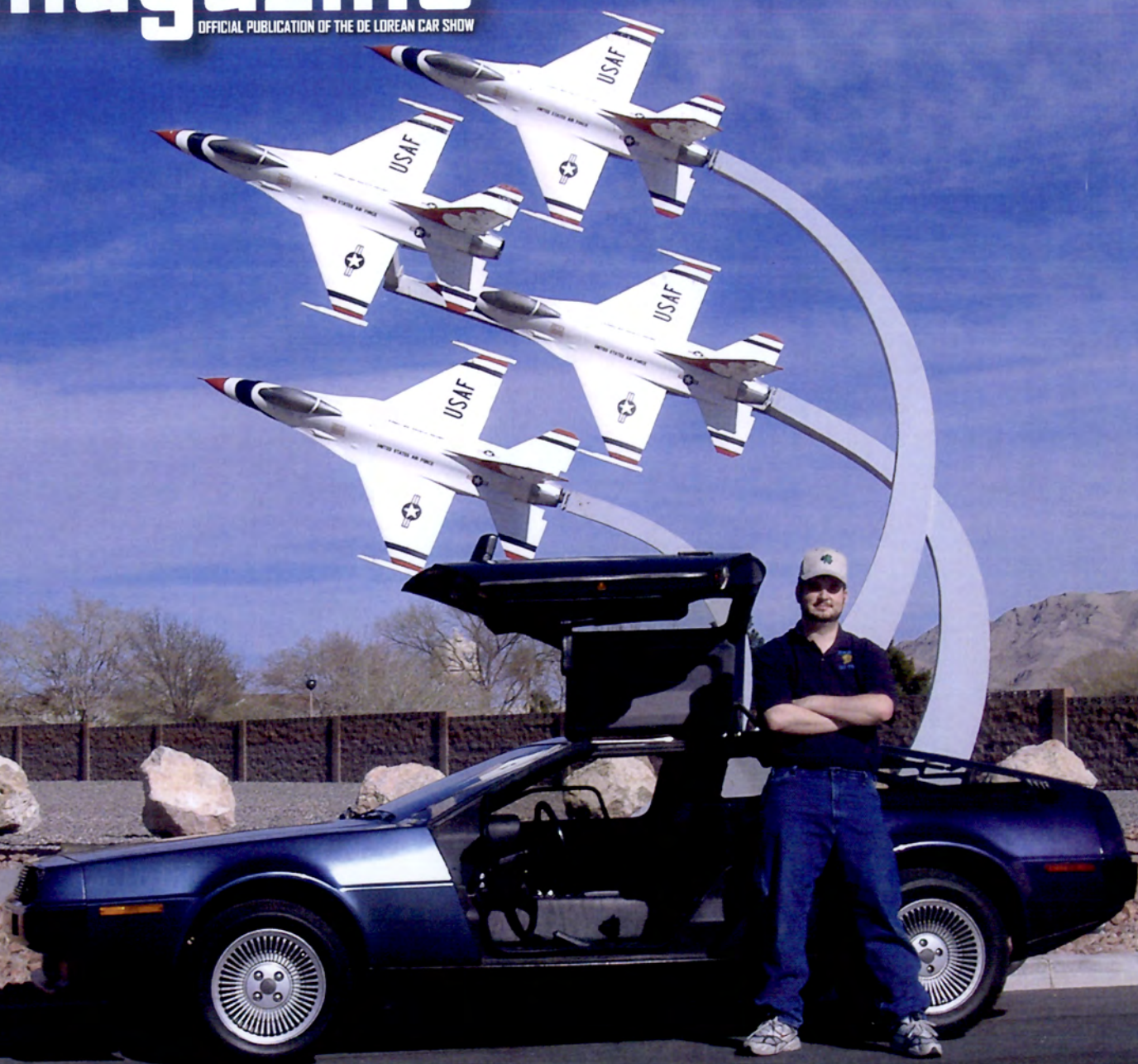


DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

SPRING 2006 | VOLUME TWO | NUMBER FOUR



Pheasant Run is Here!

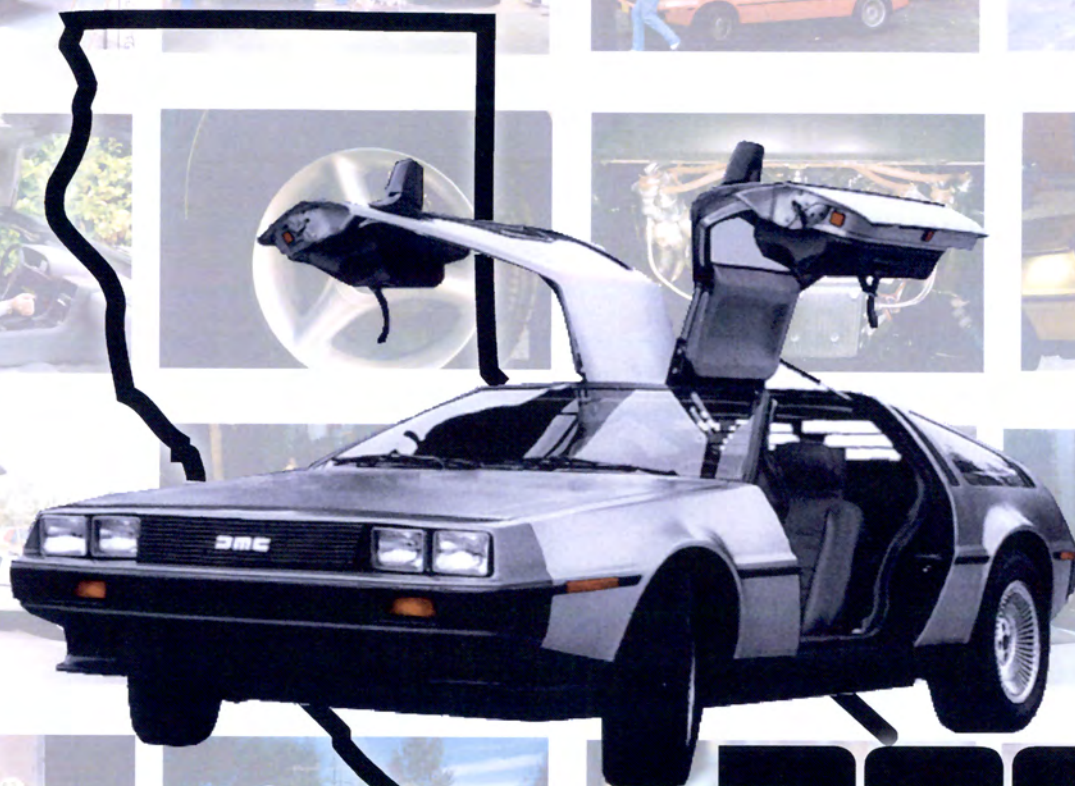
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An annual tradition to showcase our Irish cars!

vision

By **Ken Koncelik**, *Editor in Chief*

DCS 2006 IS HERE!

What makes the DeLorean Car Show a show to remember? Is it the people, the cars, the entertainment, the food, the locations or the history? Whatever reason it is for you, you'll be sure to find it at its best in Chicago this year for the DeLorean Car Show 2006 at Pheasant Run.

This particular show has taken on a new purpose and meaning since the passing of John DeLorean in March of 2005 and because of the celebration of the 25th anniversary of the car.

DCS is taking things one notch up this time by first going to the beautiful Pheasant Run resort and second by concentrating on John, the car and the company.

As most of you have read now on the DeLorean Mailing List or elsewhere we have uncovered documents for the DCS '06 DeLorean Museum that answer some of the long time questions about the car. There are also vast amounts of DeLorean artifacts being brought in from all around the world to give you a better idea of what it was like to be in the factory and the company years ago. The amount of film, pictures and documents that are being assembled will be unprecedented.

The history of the car has slowly been unfolding for us, the enthusiasts, as the years have past. In addition to the fact that a lot of these events took place over 25 years ago, misinformation and poor documentation have contributed to

our struggle for the facts in a lot of different areas. We hope to fill in some of these voids at DCS '06.

Many former employees, collectors and enthusiasts have leant us their entire collections for this show. It is unlikely that you will ever see this volume of information together in one place ever again. We are proud of the support we have received on this endeavor, and are excited about the opportunity to present this valuable information to you.



In addition to the museum, we have a few returning favorites this time like the Johnny Carson DeLorean first shown at Cleveland in 2000. (see articles in this issue on its recent travels)

Many of the Speakers this time will be from the factory and Tony will be bringing in the Prototype DeLorean. You will get a chance to see what the car looked like before its final design. This is a real eye opener!

I personally have worked very hard so that you will enjoy yourself at this show. If you miss this one you will be missing DeLorean History.

The list of guests that will be making an appearance at the show is still changing so stay tuned to the web page for the latest updates. We have some good ones planned for you this year!

See you at Pheasant Run Resort this June!

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Johnny's EX

By Patrick Conlon
and Cliff Schmucker



Heeeere's Johnny's DeLorean!

On display for years at a car museum in Canton, Ohio, VIN #4523 has found a new home. Once a company car driven by former Tonight Show host, Johnny Carson, the car was repossessed in 1985 and sold at the DeLorean bankruptcy auction in an attempt to pay off some of the company's debts. Sometimes referred to as the '\$500,000 DeLorean', Carson was given the car as a gift from John Z. after his half million dollar investment into the company.

Today this rare car is owned by Cliff Schmucker, purchased on eBay in June of last year. This was Cliff's fourth DeLorean purchase. When asked why he had the desire to purchase this specific DeLorean to add to his collection, Cliff merely said "I couldn't let it disappear, it just didn't deserve that".

According to the legend (and the police report), Carson was arrested for drunk driving in this very car, and the tow hooks on the immaculate frame are noticeably bent from when the car was likely towed on this occasion.

There are currently a little over 7,300 miles on the odometer,

and the car looks as pristine today as it did when it left Belfast, with one minor exception--the cigarette lighter is very welused, no doubt from the heavy smoking Carson did while driving. Unfortunately the ashtray was cleaned out before the auction in 1985, so Carson's historical cigarette ashes were sadly not there upon inspection.

To go along with his car, Cliff received a good deal of original documents when he took possession of it. Included in the scrapbook were original DMC accident witness cards, rare insurance paperwork that only DMC company cars came with, newspaper clippings, even the original bill of sale from the DeLorean bankruptcy auction in 1985. The car sold for a little over \$18,000 at auction in 1985, but today the history behind this car would make it nearly priceless to any DeLorean enthusiast.

Cliff plans on bringing the car to display at Pheasant Run, so this is one more reason to come to the biggest and best DeLorean Car Show yet. ---



Timeline - VIN 04523

1977-1979?	Carson invests \$500,000 with JZD (250,000 shares @ \$2.00 / share) as an "initial investor".
1981	Carson given a "troubled" early factory car to use, which reportedly stranded him along the roadside when initially picked up by Carson and his entourage. Later he had to be literally cut out of the car when the door locks jammed. No VIN #, disposition, or other information available.
October 1981	VIN 04523 manufacture date
November 1981	#04523 "Loaned" to Carson by DMC for "promotional purposes". Regularly used by Carson to drive the 36 miles to/from the NBC studios in Burbank.
December 31, 1981	DMC Company Car Assignment Sheet for Western Region, Santa Ana/Irvine CA, documents #4523 as "assigned" to Outside Directors/VIPs: J.Carson
March 1982	Carson and wife Joanna pulled over because of expired license tag in Beverly Hills while returning home after dining at an Italian restaurant. Carson subsequently charged with expired registration sticker, no operator's license in possession, and DUI.
October 1985	Repossessed from Carson's Malibu home, by DMC bankruptcy trustees responsible for liquidating the company. (Reportedly, Carson reimbursed \$425.00 for tires just installed.)
November 30, 1985	Featured car, along with Zsa Zsa Gabor's 1975 Rolls Royce Silver Shadow I, at the Rick Cole Auctions, 17th Newport Beach Collector Car Auction. Sold for the "DeLorean Bankruptcy". Purchased by Mr./Mrs. Larry H. Wiggins of Carpinteria, CA for \$18,250.00 - 5000 miles
November 7, 1988	Purchased by Kerry and June Stark, Sunbury, PA for \$25,000.00 - 5840 miles. Transported from California to Sunbury, Pennsylvania via U-Haul trailer.
February 20, 1989	Appraised at \$30,000.00 by Automotive Legal Service of Dresher, PA.
January 1991	Featured in DeLorean World magazine Volume 7, Number 4
January 22, 1996	Loaned to the Canton (Ohio) Classic Car Museum
June 14-18, 2000	Shown at DeLorean Car Show, Cleveland, OH. Glove box door autographed by JZD. (Returned to Canton Museum.)
January 23, 2005	Johnny Carson dies at 79.
March 19, 2005	John Z. DeLorean dies at 80.
April 28, 2005	Purchased by George Eddington, Burbank, CA (acquaintance of Jay Leno) - 7319 miles. Non-running condition. Transported from Canton to Burbank via FedEx Custom Critical.
May-June 2005	Complete tune-up/overhaul: fuel system, ignition system, fluids, struts, etc. replaced - back to running and drivable condition. Plans for display in Peterson Museum, and/or use by Jay Leno did not transpire.
June 30, 2005	Purchased by Cliff Schmucker, Lebanon, OH - 7319 miles. Transported from Burbank to Lebanon via FedEx Custom Critical.

Please email any additions, corrections, updates to Cliff@deloreanproject.com

George McFly *Visits* Pheasant Run

By Ken Koncelik

Jeffrey Weissman, who took over the role of "George Douglas McFly" in the Back to the Future sequels returns to the DCS Chicago Show. He appeared for the first time at DCS Pigeon Forge Show and caught everyone by surprise with his antics as Charlie Chaplin, an engaging Q. & A. and was a big help running the auction.

This time Jeffrey will put us into the performing spotlight with a "Who's Line Is It Anyway" type improv comedy show to be presented Saturday Night at the Theater.

The first dozen participants to sign up will be a part of a two hour workshop earlier in the day on Saturday, and then perform in a 45 minute show for the convention attendees using the many theater games and improv techniques that Jeffrey has learned and performed over the years. Jeffrey was a founding varsity team member of Los Angeles Theater Sports, now in its 18th year, which boasts alumni from Wayne Brady, Brad Sherwood (regulars on "Who's Line") to writers for "Joey", "Friends" and the creator of World Cup Comedy on Comedy Central.



<http://www.jeffreyweissman.com>

<http://people.tribe.net/jeffreyweissman>

<http://www.imdb.com/name/nm0919299>



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2. Women's Capped Sleeve Tee, White-S, M, L, XL, \$15.95
3. DeLorean Motif Black Tee-S, M, L, XL, \$18.95; XXL, \$20.95
4. DeLorean "Staff" Tee-S, M, L, XL, XXL, \$15.95; XXXL, \$18.95
5. DMC Black Polo-S, M, L, XL, XXL, \$32.95; XXXL, \$34.95
6. DMC White Polo-S, M, L, XL, XXL, \$32.95; XXXL, \$34.95
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30. "Back to the Future Poster", \$12.95

St. Charles Illinois

a City of "Firsts"

By Patty Thayer



Founded in 1833, St. Charles, Illinois, is rich in history. Situated on the banks of the Fox River, the city embraces its vivid past while offering "The Perfect Getaway" and amenities for today's travelers.

The first name of the settlement was Charleston, named for a small village in Vermont. It was discovered, however, that the name was already taken by a settlement in downstate Illinois. Steve S. Jones, one of the first attorneys in the area is credited for suggesting the name of St. Charles for the growing town.

The first hotel in St. Charles was on the corner of Main Street and First Avenues where the historic Arcada Theatre stands today.

The very first medical school in Illinois was founded in St. Charles. Named the Franklin Medical School, the facility was established in 1842 and situated on the northeast corner of Main and First Avenue where Armand's restaurant stands today. The school closed suddenly in 1849 when two medical students robbed a recent gravesite in neighboring Sycamore. When the grieving family discovered the desecration, an angry group of townspeople stormed the medical school. The event was dubbed "Richard's Riot," after the school director, Dr. George Richards. Shots rang out and one of the grave-robbing students was killed. Dr. Richards was severely wounded. News of the riot made national headlines. *Note: at that time, medical students did not have cadavers on which to learn anatomy. Grave robbing was a somewhat common practice, but usually of those who were buried in the "potters fields."

The first newspaper published in Kane County was the St. Charles Patriot in 1841.

The first publicly funded school in the State of Illinois was East Side School in St. Charles, opening in 1853.



The first shot fired at Gettysburg was credited to a man from the 8th Illinois Cavalry. The 8th was organized and trained in St. Charles on the east bank of the Fox River (Rt. 25). General John Farnsworth lead the cavalry and he was a personal friend of President Lincoln.

The "First Lady" of theater, an honorary title given to actress Helen Hayes, was a frequent visitor to St. Charles. Members of the Hayes family still live in the St. Charles area today.

The first publicly funded park in Illinois was Pottawatomie Park on the east bank of the Fox River in St. Charles. The park was dedicated in 1912 and serves today as a beautiful natural area, site to the July 4th fireworks display and home to the paddlewheel riverboat cruises.

The former First Lady of the nation, Mary Todd Lincoln, traveled and stayed in St. Charles after the assassination of her husband. St. Charles was well known as the "cradle" of spiritualism at the time. Local "medium" Caroline Howard met many times with "Mrs. May," as Lincoln called herself during her stay. She had hoped to contact her late husband and sons through Howard's séances. Mary Todd Lincoln was later hospitalized in Batavia after her only surviving son had her declared mentally incompetent.

The first National Victory Garden of the nation was the idea of Lester J. Norris of St. Charles, local artist, designer and owner of the Arcada Theatre. Norris later received a decoration from President Truman for his innovative garden program to help war efforts.

Other notables who lived in St. Charles include...Herbert Crane of Crane Plumbing and Brian Wilson of the Beach Boys.

Esteemed visiting dignitaries to St. Charles include: John F. Kennedy, Billy Graham and Chicago Mayor Richard J. Daley, all who stayed at Hotel Baker. Popular entertainers performed on stage at the Arcada Theatre, such as George Burns & Gracie Allen, Mary Martin, John Philip Sousa, Olivia DeHavilland, Vincent Price, Lee Remick and Maria Von Trapp. Tommy Dorsey, Louis Armstrong, Guy Lombardo and Lawrence Welk all played in the famous Rainbow Room of the Hotel Baker.

Whether for business or pleasure, St. Charles is a perfect destination - rich in history, resplendent in old-fashioned charm and today's amenities. ■■■

St. Charles is the community in which the Pheasant Run Resort, (home to the 2006 DeLorean Car Show) is located.

There are a number of DeLoreans including the prototypes, the gold cars, various 500-series cars, as well as the early turbos that are considered by the DeLorean community as being somewhat important or even famous. The Johnny Carson DeLorean, known as "Johnny's - X" (or former DeLorean), seems to fall into this category – or at least this is what I have been led to believe!

To make a long story short, Johnny Carson and John DeLorean, along with their wives, socialized together in the '70's/'80's. Johnny liked what he heard, and made a rather sizable investment of \$500,000.00 with John and his new car company. (In today's dollars this is equivalent to more than 1.2 million.) As an important investor, Johnny was given a DeLorean to use. And Johnny did use it, as unlike a lot of Hollywood types, he preferred to drive himself to work rather than being shuttled by limo. Unfortunately for Johnny, the car was never titled in his name and remained a "company car". When the (original) DeLorean

Motor Company went into bankruptcy proceedings, it was repossessed and sold at auction. Johnny continued to drive himself to work, but in his white Corvette.

Johnny's "DeLorean Experience" was not an entirely bad one. Even though his investment went sour and "his" DeLorean was repoed, he did have fun driving it for 5,000 miles,

and it provided great material for his Tonight Show monologues for years.

The timeline (see "Johnny's Ex, this issue, page 7), pretty much outlines what I have been able to piece together about the history of the car.

In November 1985, Larry Wiggins of Carpinteria, California went to the Newport Beach Collector Car Auction to look for additions to his T-Bird collection, not even knowing the Carson car was one of the two featured cars out of the 200-plus up for grabs. Perhaps, because of all the hype in the auto trade magazines and newspapers such as the LA Times prior to the auction, everyone thought it would go for a high price tag, and did not bother to attend. Wiggins got it for what was considered to be a low price, considering previous DeLorean auctions, and the car's celebrity status.

About the time that Wiggins was thinking of selling the car in 1988, Kerry and June Stark of Sunbury, Pennsylvania were starting to get the DeLorean bug. John Truscott of the DeLorean Owners Association told them about the Carson Car being for sale, and soon it was headed east via U-Haul truck/trailer.

The Johnny Carson DeLorean Experience

By **Cliff Schmucker**



Included with the car is the notebook that Stark put together that is full of information from the '85 Newport Beach auction, newspaper articles, photos, appraisals, the original DMC Company Car insurance accident claims instruction letter, original car warranties, documentation from the Canton Museum, and even a stainless-steel hand-lettered information/history sign. The newspaper articles document the "minor celebrity" status that both Wiggins and Stark had, as part of their own "Johnny Carson DeLorean Experiences".

The January 1991 (Volume 7, Number 4) issue of the DeLorean World magazine featured the car on its cover, along with an article by Stark. Various news article reprints from the notebook were also included in the magazine.

VIN 04523 is a concours-class car that, thanks to the efforts of George Eddington during his somewhat brief ownership, again starts, runs, and drives like new. The car has always been well cared for, as can be noted by the condition of the interior and exterior. All of the safety recalls were preformed (makes sense for a company car). The car's most-worn/used part is the cigarette lighter – this being due to Johnny's smoking habit! By simply replacing the lighter, replacing the glove box lid that was signed by JZD at the Cleveland DeLorean Car Show, and by replacing the DMC "temporary jumper fix" with the original Fan-Fail Module, the car would be back to original, including what appears to be the original NCT tires. The reports that this car was loaded with special "extra features" for Johnny are not true – it is stock.

The common questions from DeLorean owners/enthusiasts and non-owners alike is: "Why did you buy this car, and what are you planning on doing with it?"

The answer is somewhat complicated.....

I personally feel that any classic car should either be a work in progress, or shown and driven at least occasionally - in other words, something to be enjoyed and experienced by the owner and others. Sure, it is interesting to tour an auto museum and look at all the fine examples of automotive history, but I always feel a bit sad knowing that most of these cars are never going to be on the open road again – in fact many will never have their engines turned over. Don't get me wrong, certainly being in a safe environmentally controlled museum ("automotive rest home"), with numerous admiring visitors is a much better alternative than total neglect or the auto graveyard.

Everyone in the "DeLorean" family seems to have a unique



story, from those who still have the original one they bought when new, to the “BTTF children” who have finally accomplished what they set out to do when they first saw the movie at a young age (someday ride in, or even own one). I suppose my story is equally unique.

For me, the DeLorean has always been a very interesting combination of romanticism, coolness, mysticism, and uniqueness. Back in ‘81 it was something that I looked at longingly, but the price made it totally out of my reach. (\$25,000 in ‘81 is equal to about \$55,000 today.) After graduating from college a few years earlier, I bought a new ‘78 Triumph TR-7, which, although an entirely different car than the DeLorean, shares a number of similar attributes, as a sporty wedge-shaped futuristic-looking two-seat foreign-built sports car. The big difference to me at the time was the cost: \$7,175.00 for the “shape of things to come” vs. \$25,000.00 to “live the dream”.

Over the years I sort of forgot about the DeLorean, but in June of 2002, while at a local car show with my ‘65 Mustang Convertible (I know, I know, “Doc Brown doesn’t drive a *^\$##% Mustang”), my younger son spotted a car, and ask me if it was a “DeLorean”. It was actually a Bricklin, but a couple weeks later both my sons were checking out “Johnny’s – X” at the Canton Museum, and I was driving back #03441 from Philadelphia. Later that summer, I took everything apart and started making the vendors happy. In 2004 I found #03307, a typical neglect basket case: less than 16,000 miles, flat tires, green water covering the carpets, everything steel inside rusted, but absolutely perfect body panels. Also in 2004 Jim Witherspoon from Hudson, OH decided to sell his EFI conversion #06147, I liked what he had done to it and we agreed on a price.

Moving forward to early 2005, way too many projects, all cars including the DeLoreans, the Triumph, and the Mustang are in pieces or various stages of work in progress, as well as my two sons various vehicles. Suddenly, a lot of things happen fairly rapidly: Johnny Carson and John DeLorean pass away, and Kerry Stark decides to sell “Johnny’s – X”, which at this point needs a lot of work to even get it running again. I briefly thought about it, watched the auction progress, but decided not to even to bring the subject up with Karen, my fiancée. I was already in the doghouse because of all of the other cars (well, there’s also the ‘96 Mustang Cobra SVT, the ‘53 Ford Customline on loan to my Dad, as well as the daily drivers).

George Eddington of Burbank, California purchased the car with something in mind about his friend Jay Leno or the Peterson Auto Museum. Things did not go quite as planned,

JOHNNY CARSON
JOANNA CARSON

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V-5-A					4					



so two months later, “Johnny’s – X”, now overhauled and running, was back on the auction block. This was sort of the “sign” I needed, so I kind of checked with Karen who muttered something about “needing to sell a couple of cars”. But, being a long-time fan of both Johnny and John, and now into the thick of it with multiple DeLoreans, it seemed to be the right thing to do, so I ended up winning the auction. Probably the most appropriate comment came from Karen: “You’re crazy!!” Well, yes, OK.

So, after traveling by trailer from California to Pennsylvania, being in the Canton museum for 9 years, then making a short visit back to Burbank, it is again in Ohio. Passport Transport (FedEx Custom Critical) is now also fond of “Johnny’s – X”, they like repeat customers!

In addition to the dedicated vendors and mechanics who are responsible for the excellent support available, and who help keep our cars in top-notch condition, every DeLorean owner, enthusiast, event organizer, fan, aficionado, and admirer plays an important role in keeping the “dream alive”. I have come to believe that along with DeLorean ownership comes a certain amount of responsibility. As long as everyone in the community does what they can in making sure that important pieces of DeLorean history are not lost or forgotten, we will be assured that the DeLorean will remain a car that is truly a “Time Machine”.

So yes, the Carson car, “Johnny’s – X”, truly is an important part of DeLorean history. As such, it probably belongs back in a museum - some day that is. But for now, I’m going to enjoy working on it a bit, taking it to events like the DeLorean Car Show, and occasionally driving it when the weather, conditions, and circumstances are appropriate – in other words, I plan on enjoying it, and want others to get a chance to do so also. Seems like a good thing to do with a car that is as unique and timeless as the DeLorean.

John and Johnny: we miss you both, and, thanks for the “experience”.



Looking Forward to...

LOOKING BACK AT THE FUTURE

By Darold Crotzer and Stephen Clark

As I write this, I am shoulders deep in post-production on Looking Back at the Future, the first and only feature length documentary about the making of the 3 Back to the Future films. It will premiere at the 2006 Delorean Car Show.

Back to the Future has lived on over the last 20 years in America's cultural landscape through home video, DVDs, cable TV, a cartoon series, theme park rides, websites, a Presidential State of the Union Address, countless parodies, TV commercials and most recently when a Delorean driving over the Hollywood Hills opened the 78th Annual Academy Awards.

Looking Back at the Future goes straight to the best sources to hear about the films- the cast and crew. Each person has his or her own idea about why the films have held up so well over the last 20 years, along with tons of anecdotal stories that no one has ever heard before. Those thoughts, combined with details about the actual creation of the films, round out this documentary.

Looking Back at the Future is a result of over 2 years of production, 50 hours of interviews, and a lifetime of appreciation for Back to the Future. The journey has brought me everywhere from recording studios in Northern California to the production offices for Polar Express in Santa Barbara to the set of War of the Worlds in Los Angeles and many places in between. For some of the interviewees, Back to the Future solidified them in the film industry as heavyweights, while for others, it didn't just give them a "foot in the door"- it kicked in the whole door. Bringing all of them back together in this documentary is something that will never happen again. I cannot wait to share all of their stories with you at the 2006 Delorean Car Show. —



2006 Delorean Car Show guest Jeffrey Weissman and director/producer Darold Crotzer chat for 'Looking Back at the Future.'

For more information about Looking Back at the Future, please visit www.lookingbackatthefuture.com. Cast members Jeffrey Weissman and Claudia Wells will be in attendance for the screening, along with Director/Producer Darold Crotzer and Executive Producer Stephen Clark to field everyone's questions. Looking Back at the Future screens at 3:00pm on June 16 at the 2006 Delorean Car Show. Get tickets at www.deloreancarshow.com.



*They've saved the best trip for last 
But this time they may have gone too far.*



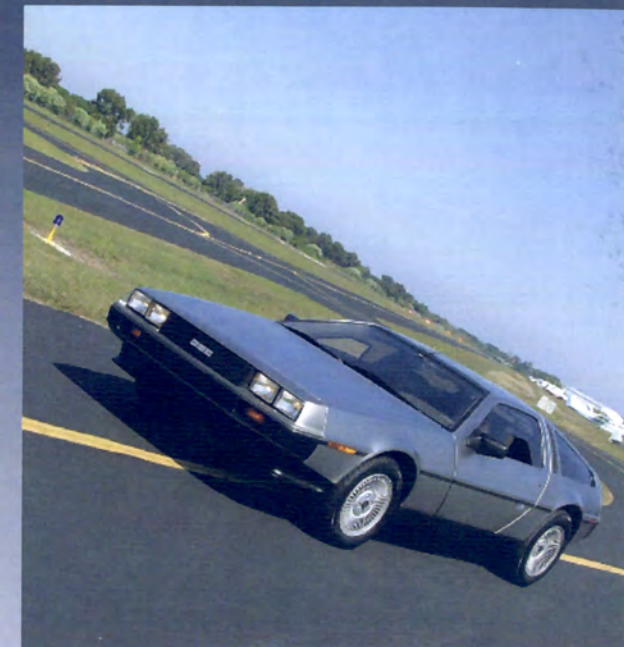
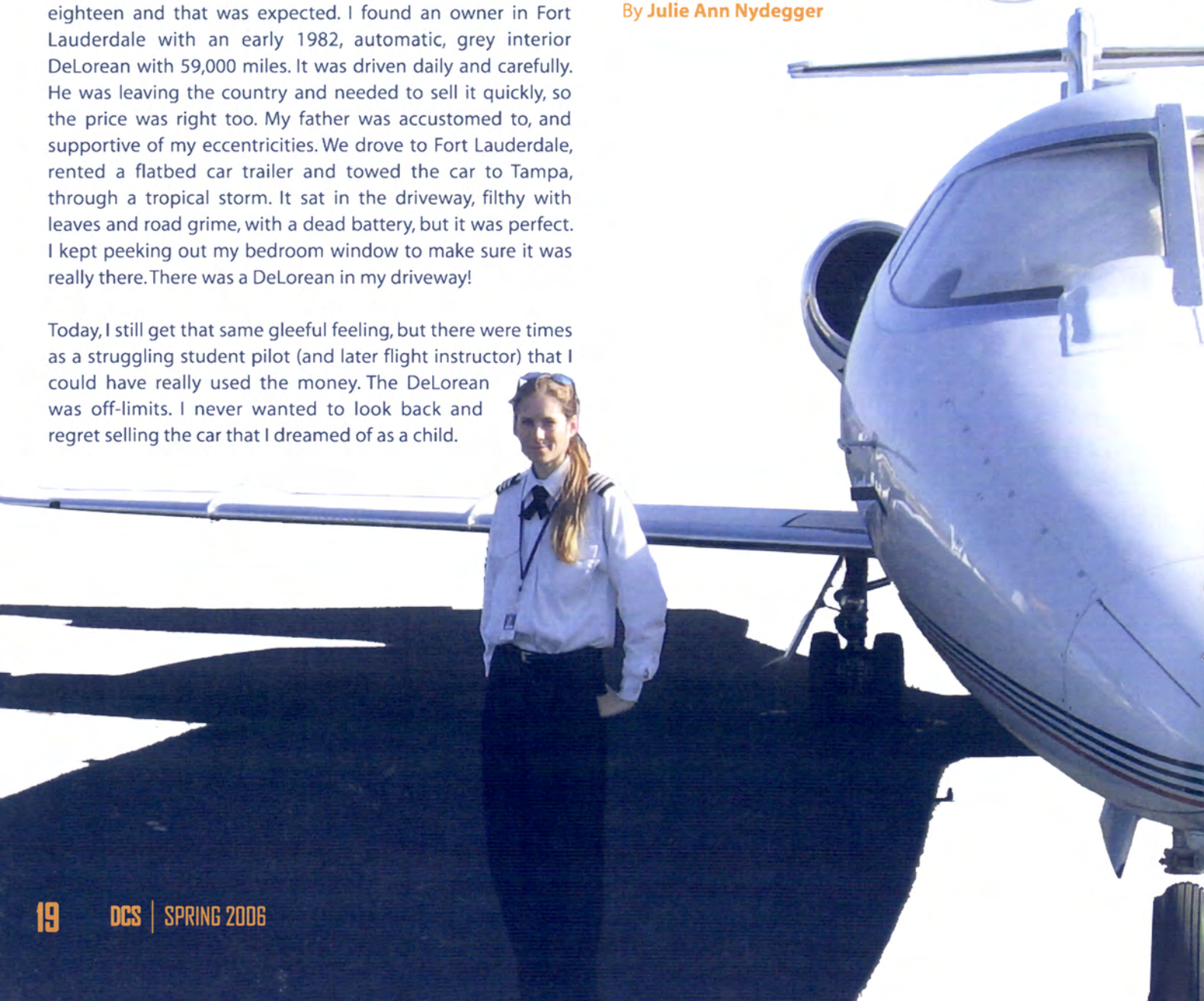
I turned nine years old in the summer of 1985, and after seeing "Back to the Future" for the tenth time, I knew for sure: one day that would be my car. It didn't matter that I didn't know what kind of car it was, or even if it was just a prop for the movie. It was secret because, like birthday wishes, if you told anyone then the wish would not come true.

Nine years later I was eighteen, living in Tampa, and preparing to leave for college in Sewanee, Tennessee. I needed to finally buy myself a car, and I reasoned that for the DeLorean, it was now or never. Sure, I would be called foolish, but I was eighteen and that was expected. I found an owner in Fort Lauderdale with an early 1982, automatic, grey interior DeLorean with 59,000 miles. It was driven daily and carefully. He was leaving the country and needed to sell it quickly, so the price was right too. My father was accustomed to, and supportive of my eccentricities. We drove to Fort Lauderdale, rented a flatbed car trailer and towed the car to Tampa, through a tropical storm. It sat in the driveway, filthy with leaves and road grime, with a dead battery, but it was perfect. I kept peeking out my bedroom window to make sure it was really there. There was a DeLorean in my driveway!

Today, I still get that same gleeful feeling, but there were times as a struggling student pilot (and later flight instructor) that I could have really used the money. The DeLorean was off-limits. I never wanted to look back and regret selling the car that I dreamed of as a child.

The Silver Lining

By Julie Ann Nydegger



VIN #10662 was a daily driver for two years, but I became increasingly protective of it, and knew I needed a "junker" for life's mundane errands. One evening while cruising the streets of Tampa, I discovered Ronnie Setser's car show. Ronnie owned a local custom shop and the weekly show drew a big crowd. My car had a crowd of people around it before I could even raise the doors!

The car had an amazing effect on people. It made even the most stone-faced old man smile and come over to tell me about the time he almost bought a DeLorean. There were both young, incredulous children who had never even seen "Back to the Future," and grandmothers asking "Where's your flux capacitor?" We became regular fixtures at the show, and word of us actually drew other DeLorean owners in the area. By popular demand, I added a working flux capacitor. It's a real eye-catcher at the night car shows.

I realized that a large part of DeLorean ownership is educating people about the car. So many people are interested, and have a similar secret dream like I did as a child. Many would say, "I've never seen a real one before," as if the DeLorean were some mythic creature. Most people knew nothing about its history, and many only knew of skewed tabloid inaccuracies. Many nights I would talk myself hoarse at the car show, setting the record straight. One night, I even had two offers to buy the car in cash. It was certainly tempting, but how do you put a price on a dream? I couldn't sell it. It never was about money.

At the time, I was working as a flight instructor and commercial pilot out of Clearwater Airpark and Albert



Whitted Airport in St. Petersburg. Occasionally, local car magazines sent photographers to the shows to scout for new material. They were keen on the idea of a young female pilot who rides motorcycles and owns a DeLorean. I own a Honda NSR250 motorcycle, another unique vehicle, and like the DeLorean, it is photogenic from any angle.

Last year I moved from Tampa to St. Louis and began a new chapter in my aviation career. I was hired to fly Learjets for an executive jet charter company. In aviation, a pilot's common way answer to the question, "How are you?" is, "Livin' the dream!" People are surprised when I tell them that "Live the Dream" was a slogan for DeLorean. Pilots and DeLoreans seem drawn to each other. Recently I pulled up to the terminal at Wiley Post Airport in Oklahoma and saw a DeLorean parked on the ramp, away from other cars. It belonged to a local freight pilot who was out on a cargo run. I left him a note on his windshield that said, "Greetings from owner of VIN#10662, Learjet pilot."



When I moved to St. Louis, my DeLorean stayed in Tampa at my parents' house. I don't have a garage here, and honestly, I love going to the old Saturday night car shows when I'm home in Tampa on vacation. After being away from driving it for a few months, I get to rediscover why I love it all over again. Going for a long drive is one of the first things I do when I go home to Tampa.

John, a young friend of mine, started coming to the car show when he was ten- years-old. He and his dad showed up nearly every week to see my car. He knew all the history and trivia, and before long he knew more about the car and its history than I did. Now John is almost taller than me, getting ready to drive and is hoping to learn to work on DeLoreans as a career. I'm betting he has his own DeLorean by the time he turns eighteen. The dream continues to live on, and I'm glad I am a part of it. ■■■



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Step X Step Guides #3:

Third Brake Light Installation

By Mark Valuch

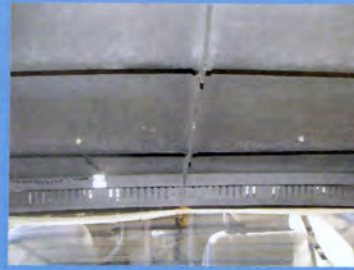
Everyone who owns a Delorean knows how low it sits and how invisible the rear brake lights can be to a much larger car or truck since most of them sit much higher than our Stainless beauty's.

I myself have wondered if my brake lights can be seen or if I just sit too low and maybe I will get forgotten by the car or truck stopped behind me until now.

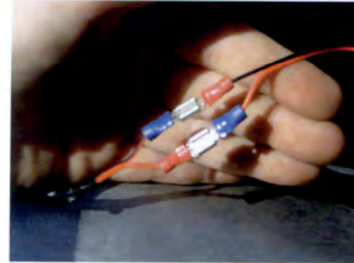
I have decided to install a 3rd brake light on my Delorean. I ordered it from a seller on EBay. The seller normally uses this as the title for his EBay ad "HUMMER H2 Delorean Rear LED 3RD Third Brake Light S-10". He starts the auction at \$38.99 and has a "Buy It Now" price of \$39.99. The brake light is new and really bright if you hook it up the way I did.

I originally had the power for the 3rd brake light coming directly off the drivers side tail light harness but in doing that made the stock Delorean brake lights dim and the 3rd brake light was also too dim so i used a fused relay to get power directly off the battery and used the harness off the drivers side brake light to trigger the relay.

NOTE: This magazine is not responsible for any damage or injury caused due to negligence, improper installation, or improper use of the information.



1. First off all I centered and mounted my 3rd brake light with stainless screws and nuts directly to the louvers. I did this for two reasons, #1 is because I wanted it permanent and #2 is because the 3rd brake light comes with a rubber gasket that makes it look nice.



2. I put blade type connectors on the wires just in case I ever have to remove the rear louver, notice I mismatched the connectors so they can only be connected one way



3. I also covered the wires with electrical tape and used a plastic wire loom to protect them against the sharp stainless steel opening.



4. As you see in this picture I used this tunnel built into the rear quarter panel to feed my wires down to the tail light harness. removed at this time making it easier to install later.



5. I used a metal coat hanger to feed the wires down to make it easier as you can see in this picture with the wires electrical taped to the coat hanger.



6. I carefully pulled them through the quarter panel and they came out here in the drivers side tail light area.



7. Next I ran two wires (RED) battery feed and (YELLOW) brake light trigger for the relay from the interior with the rear interior wall removed...



8. ...through the grommet for the Engine cover release, through the pontoon and connected the red wire to the red wire that goes to the 3rd brake light and the yellow wire got connected to the GREEN and PURPLE wire to the stock DeLorean tail light harness.

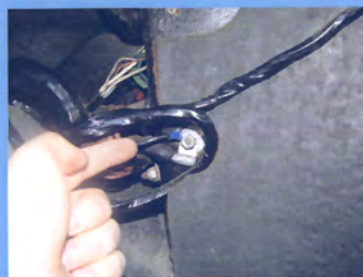


9. The BLACK and RED wire is the ground for the 3rd brake light and that gets connected to the BLACK wire that is a ground for the stock DeLorean tail light harness.

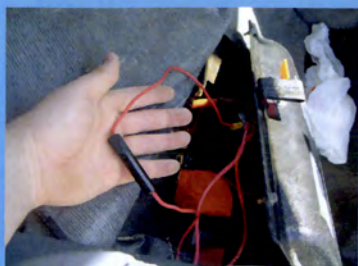
Note: I drilled two holes for the (RED and YELLOW) wires to come through the pontoon because I didn't want to have them come out the grommet at the rear of the pontoon where the Engine Cover Release cable comes out and then goes into the rear closing panel, I wanted a clean looking installation so I chose to drill the holes but you can run the wires and follow the Engine Cover Release cable and come into the tail light area about 6 inches to the right and above the area of the pontoon I choose to come in from.



10. Now I buttoned up the rear of the car and moved into the interior. I took the Red and Yellow wire and taped it up about every 8 inches or so and routed it near the DeLorean Relay compartment since this is where the new Brake Light Relay will be located. First I attached a 20amp inline fuse holder to my battery cut-off switch and routed it up in to the relay compartment.



11. Second I attached a Ground wire to the rear firewall Ground wire attachment location as you can see in this photo with all of the black wires attached to.



12. Third I put Female quick disconnect connectors on the RED Fused power from battery, BLACK Ground Wire, YELLOW Brake Trigger wire and the RED Battery feed to the 3rd brake light.



13. Now they all get attached to a Radio-Shack Relay part #275-226. The RED Fused power from battery goes to number #87, the BLACK Ground Wire goes to #85, The YELLOW Brake Trigger wire goes to #86 and the RED Battery feed to the 3rd brake light goes to number #30/51. The package I had from Radio Shack was mislabeled 86-ground pointing to 85 and 85-on off switch pointing to 86 Picture on the package.



14. Your Relay with all of the wires attached will look like this Picture.



15. Now wrap electrical tape really good around all of the connections, wires and relay and tuck it down into your relay compartment like this.



16. I used these self-adhesive Part#GKK-1538UVB from GB to stick on my Louver to hold the wires up out of the way.



17. Here's what that looks like.



18. Congratulations! You now have the third brake light!

Disclaimer: As always, any modifications you do to your car is your responsibility. Mark Valuch, Ken Koncelik and DCS Magazine are not responsible for any mistakes or damages done to your car by using the instructions we have provided for the custom 3rd Brake light installation. By following these instructions, you agree that we will not be held liable for any damages, or injuries caused by using these instructions.

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Complete DeLorean Fuel Upgrade Kit
Kit contains all you need to convert from the old pick up hose that can collapse from heat and pressure. Helps cut down on fuel pump noise. Simple and easy to install.



DeLorean stainless steel DOT approved
Exact replacement. Highest quality hose of PTFE inner Teflon and stainless steel over braid.



Trailing arm bolts
This is an upgrade from the original. Heavy Cad plated for greater rust protection. 12.9 vs 10.9 tensile strength. Connecting to frame and trailing arm.



DeLorean front brake caliper
Rebuilt caliper only. Add your own brake shoes or discs.



DeLorean temperature/coolant fan switch
Lower left hand water pipe. Don't strap your circuit to make the fans run all the time, just install the right one for your climate. Includes rubber gasket.



DeLorean distributor
For hot start problems this is it most of the time, if not then call me.



Bosch fuel pump
Includes wires, distributor cap, rotor, your choice of heat range plugs. 6.7A, 8.0A, 10.0A. Includes free oil filter.



New fuel filter
Includes the new all aluminum baffle, screen filter with aluminum barbed fitting, clamps, and special fuel/chemical resistance hose. Comes with instructions.



Don't overheat
Install the air blower and protect the cooling system.



DeLorean starter
Rebuilt with all new parts. Factory original Parts 800-00 OE solenoid \$189.95 \$100.00 core charge. 5 year warranty.



Relay kit with new RPM relay
Contains: 8 40 amp relays, 1 Lambda relay, 3 circuit breakers, 1 RPM relay & 6 Terminals.



Stainless steel injectors
Core charge \$50.00 for old lines and connectors. Hand made to fit: 6 for injectors, 1 for the cold start, 2 for the warm up reg.



DeLorean vane structure
Each rotor's vane structure is analyzed to determine the optimum design. All is radiused to produce a smooth transition at the edge. Plated to protect from rust. Normally run 250°F cooler.



DeLorean spark plug wires
Less than 350 ohms resistance and thicker insulation. Slip on your plug cover boots and your ready. Includes the coil wire in new boots. Upgrade from stock 7mm wires. Professional hand made and crimped. Lifetime warranty.

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The 25th Anniversary

Events at DCS 2006

By Rich Weissensel



The DeLorean Midwest Connection club welcomes all DeLorean owners and enthusiasts to the Chicago area this June for the DeLorean Car Show 2006 and the DeLorean 25th Anniversary events.

The latest up-to-date information on all of the events planned during the week of DCS 2006 can be found on the "Events-at-a-Glance" page on the DeLorean Midwest Connection website, www.deloreanmidwest.com. Since many people will be traveling long distances to DCS 2006, the DeLorean Midwest Connection has put together a list of both informal and scheduled DeLorean activities surrounding this year's DCS events.

As the hosting club of these events, the members of the DeLorean Midwest Connection have been working overtime to compile many extra incentives for those who drive or transport their DeLoreans here to the Chicago area for the DCS and anniversary events. A Roadside Assistance Team has been assembled and will be available to help DeLorean owners on the road, before, during and after the DCS and anniversary events.

With only a few weeks left until DCS 2006, its time to let you know what else has been planned to help celebrate the DeLorean 25th Anniversary and to pay proper tribute to the late John Z. DeLorean. While the days prior to DCS 2006 will be filled with opportunities to do informal DeLorean related activities, there are two special, scheduled DeLorean events, with one just before DCS and one right after DCS.

On Thursday, June 15, Tony Swann, Rich Weissensel and other members of the DeLorean Midwest Connection will be hosting the Early DeLorean Car Seminars at Pheasant Run (conference room TBD). The seminars will run from 9am - 11am and 1pm - 3pm, with a two hour break for lunch or to view many of the early DeLoreans outside, between sessions. There is no additional cost, but the seminars will start promptly and the room will be closed during the seminars, out

of respect for the presenters. There will be many rare photos and slides presented during this info-packed event. RSVP to Tony Swann by June 3rd, so we know the number of attendees to expect: Tony@deloreanmidwest.com or call Tony at 312-335-1784.

On Sunday, June 18, Rich Weissensel, Tony Swann and other members of the DeLorean Midwest Connection will host the DeLorean 25th Anniversary Lake Shore Drive Cruise, highlighting downtown Chicago. The Cruise departs Pheasant Run Resort at 7am, continues around downtown Chicago, north on Lake Shore Drive, through the Gold Coast, then north on Sheridan Road, with a brief stop for photo opportunities near Lake Michigan around the Lake Cook Road area. The Cruise then drives to the Volo Auto Museum for an early afternoon Show and Shine. After the Show and Shine, we will caravan back to the Pheasant Run Resort. There is no cost for the Cruise, but RSVP's will be required for a car count. RSVP to Rich Weissensel in advance: Rich@deloreanmidwest.com or sign up during Thursday's or Friday's on-site registration for DCS 2006.

We hope the extra events and the on-call Roadside Assistance Team will help encourage DeLorean owners "on the fence" about bringing their DeLoreans, to decide to drive or transport their DeLoreans to PR. Every DeLorean owner that brings their DeLorean(s) will be entitled to the many extra incentives put together and those DeLorean owners who drive the Lake Shore Drive Cruise get a bonus goodie bag too.

So dust off those DeLoreans and get them thoroughly checked out during your local club Spring Tech Day or favorite full service DeLorean vendor and make your way to the Midwest this June. See you all there. —

Informal, pre-DCS DeLorean Events and Activities

- Route 66 Speedway, Richard Petty Driving Experience (daily NASCAR ride arounds start at \$99 and are available all week, between driving events)

- Autobahn Country Club, Pace Car escorted laps of Track in DeLoreans, after afternoon session...(can be arranged on one or more days, if 10 or more cars are interested in running, per day)

- Dyno Testing (TBD) one or more locations may be available for dyno testing early in the week...(can be arranged on one or more days, if 5 or more cars are interested in running, per day)

- Cascade Drive Inn, BTTF Screening, Wednesday Evening, June 14 (at dusk) NOTE: not yet confirmed...(watch BTTF on the big screen from inside your DeLorean, from the back row, with doors open)

Scheduled DeLorean 25th Anniversary Events

Thursday, June 15, 2006

Early DeLorean Car Seminars

- Morning Session, 9am-11am
- Intermission/Lunch, 11am-1pm
- Afternoon Session, 1pm-3pm
- Note: DCS Registration, 4pm-6pm

Sunday, June 18, 2006

DeLorean 25th Anniversary Lake Shore Drive Cruise

- Early Departure from PR, 7am
- Cruise Lake Shore Drive, (8:15-8:30am) - 9am
...(possible brief photo op at Millennium Park)
- Cruise Sheridan Road, 9am-9:30am
- Lake Michigan, Photo Opportunity 1, 9:30am-10am
...(restroom stop for those not taking photos)
- Continue Cruise Sheridan Road, 10am-10:30am
- Lake Cook Road, Photo Opportunity 2, 10:30am-11am
...(restroom stop for those not taking photos)
- Cruise to Volo Auto Museum, Show & Shine, 11am-12pm
- Park at Volo (BYOL or get lunch at Volo) 12pm-1pm
- Show & Shine in Designated DeLorean area, 12pm-4pm
- Goodie bags handed out to all DeLoreans, 3pm
- First Caravan back to Pheasant Run, 3pm-4pm
- Second Caravan back to Pheasant Run, 4pm-5pm

Front Frame Extension Replacement

By Ken Koncelik

As most of you that know me are aware we have undertaken many major restoration projects over the past year. One thing that has become increasingly clear is that the frames on the DeLorean tend to rust in specific spots and in some cases this rust has made some of these cars unsafe to drive. My case in point is Michael Luckey who had bought a car and had noticed after he got it home that the front end seemed to be weak. He had e-mailed me a picture of the car and asked if it was safe to drive. My answer to him was a one-word "NO!"

He opted to have the frame replaced and to do a complete swap at Josh Haldeman's House but he did decide to drive the car there from Maryland (12 hour drive). About a 1/4 mile from Josh's house the front control arm fell off and the front end came crashing down. Fortunately this happened at a lower speed but minutes before he had been on the highway.

There were three other cars that were purchased by me over the past year that also had bad frames. All but one frame was restorable. The one that we won't restore is not totally gone but we have three other frames that are in better shape and are much better candidates for restoration.

This article is not to guide you step by step in the restoration but instead to make you aware of the problems of rust on the frame and to have you at least get under your car and take a look.

There are very few individuals that can just tear off a front end and rebuild it in the DeLorean Community but all of the service centers can do it and there are a few individuals also capable of doing the repair.

NOTE: This magazine is not responsible for any damage or injury caused due to negligence, improper installation, or improper use of the information.



1. To start with we first need to determine if the front-end crumple zone is in need of just a repair or a total replacement. Many times it is just one of the horns that is damaged so that part can be repaired. Again the service centers can provide you with those parts.



2. If the Crumple zone is bad the first thing to do is open the bonnet and remove all of the access panels. This will give you better accessibility to the crumple zone. (note the fuel pump access cover can remain on but it makes for easier clean up if it is off)



3. The next step is to detach the steering linkage from the frame. There are four bolts on the bottom to remove along with the tie rod ends on each side. Also remove the steering column from the steering gear box. This is right below the Clutch master cylinder.



4. Remove the radiator, condenser and fan. (details on that are in the service manual)



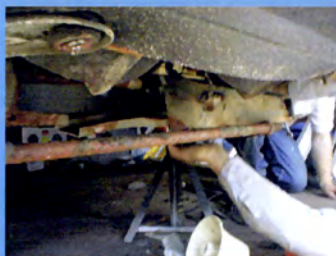
5. Once all of the items are out of the way it is easier to work on the crumple zone if you raise the body off of the frame. There are 8 bolts to remove. There are two in the rear engine compartment, 4 in the inside of the car on the center console and two in the bonnet. Once removed it is a matter of jacking up the body off the frame. You only need about 2" but can get up to 4" if you wish. (This is not necessary but will ensure a much better weld job and will probably save you time in the long run.)



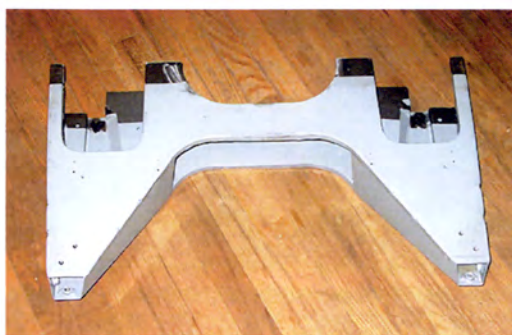
6. Before you start you must take dimensions of the old crumple zone for the front to rear location before you start. I use the back edge of the crossover beam to the front holes as my location. At this point you can remove the front stabilizing bar from the crumple Zone. After you do this moving the car is very difficult.



7. Now you have the best access to the frame without doing a complete separation. Using a grinder or my preferred method a Saws-all. Cut the crumple zone off as close to the frame as you can.



8. With a grinder grind the remaining crumple zone off until the frame is smooth and clean. Inspect the remaining metal and make sure there is not further frame damage.



9. The new crumple zone is going to be oversized about 1" on the ears. This is so you can custom fit the zone to the car and that you can also have a larger weld surface if needed.

(Note: the back edge of the crumple zone is not powder coated so that it can be welded.)



10. Position the frame and cut the bottom legs of the upper U channels until it seats properly. The bottom also needs to be trimmed as required. This alone will take up to an hour to do. Once the front to back dimensions are met the right to left is fairly simple. The marks of the previous crumple zone will be apparent and it just centers between the two shock towers so this is much easier to locate.



11. Clamp the crumple zone in place and verify dimensions and then tack one tack weld on all ears to hold the zone in place. You can now try to reattach the front stabilizing sway bar to the crumple zone to be sure it does match. The raised ring in the sway bar does align the bar and if it is located properly it will match up perfectly.



12. Do not leave attached, as it will be in your way. Continue to weld and grind until you have welded all overlapping seams. At this point brush off the weld residue and paint with POR15 to prevent rust.



13. At this point just reassemble in reverse order of the disassembly.

Again this is a simplified version of this task but it gives you an idea of what it takes to replace a crumple zone. The actual time to do the welding portion is about 4 hours. The prep work and body frame separation can take from 4 to 12 hours depending on the condition of the car and reassembly time depends on what level of detail you wish to do on your car so a time cannot really be determined.

This job is not something that is recommended for the average home mechanic. Again this article is to bring to light the dangers of driving a car with a rusted crumple zone and hopefully you will take this opportunity to go under your DeLorean and check your car for rust and hopefully prevent the car from ever needing a new crumple zone.

If you see rust please take the time to repair it before it becomes a big problem.

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This system provides a basic remote door opening system. It includes a remote door lock, a remote door unlock, a remote door alarm, and a remote door horn. This system is available for the following cars: 1981-1988 DeLorean. \$129.95

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This system is based on a different platform. It includes a remote door lock, a remote door unlock, a remote door alarm, and a remote door horn. This system is available for the following cars: 1981-1988 DeLorean. \$129.95

K2700DP - Radiator Sensor 2 Stage

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This system provides a basic remote door opening system. It includes a remote door lock, a remote door unlock, a remote door alarm, and a remote door horn. This system is available for the following cars: 1981-1988 DeLorean. \$129.95

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K1888DP - TOBY-TAR Custom Trailing Arm Bolt Kit

The original custom trailing arm bolt kit. It includes a remote door lock, a remote door unlock, a remote door alarm, and a remote door horn. This system is available for the following cars: 1981-1988 DeLorean. \$129.95

18888DP - Heavy Duty 3 Row Brass Radiator

Upgrade your radiator with better cooling and more. The radiator is made of brass and is available for the following cars: 1981-1988 DeLorean. \$249.95

NOTE:

NOTE: If the Remote Door Opening System is used, the door lock system will be a complete system. It includes a remote door lock, a remote door unlock, a remote door alarm, and a remote door horn. This system is available for the following cars: 1981-1988 DeLorean. \$129.95

VISA

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Bride

By Josh Haldeman

TO THE FUTURE



*H*ere's a red letter date in the history of love... May 22nd, 2006! My wife Flavia and I will be renewing our wedding vows on this date at a ceremony and reception taking place in Cincinnati. Our theme is time travel, which is the common interest that brought us together at the Pigeon Forge DeLorean Car Show. This is truly an event that promises to be unlike any other.

The location we've selected for this celebration is a park that sits on a hill overlooking downtown Cincinnati. This setting along with the layout of the facility provides us with many opportunities to display the DeLoreans that will be in attendance and get some fantastic photographs, which we'll be sure to include in our next issue. ■■■



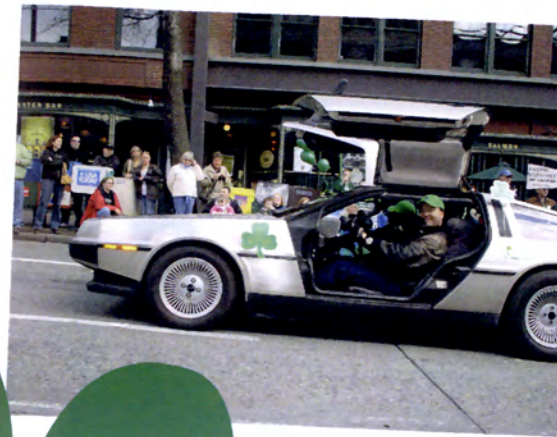
Chicago

9 cars. Participants were: Rich Weissensel, Tony Swann, Stephen, Rob Weissensel, Don Gowler, Don Swanson, Marv Gunchick & Daughter, Bob Barbush, Marty Lick & Friend, Tom Sedor, Jim Leonas & Wife.



Seattle

4 cars. Participants were: Toby & Misty Peterson, Gary & Taryn Hull, Greg & Petra Linstad and



St. Patrick's Day 2006 PARADE PICTURES

By Flavia Vianna, Terry Conlon, Larze Hines, Greg Linstad, Wyatt Rinker, Grant Grooms, Rich Weissensel and Tom Sedor

Fredericksburg, VA

1 car. Participants were: Watt Rinker and Liam Smith



Cincinnati

12 cars. Participants were: John & Valerie McCarthy, Marion Allman & Friend, Patrick, Terry & Sue Conlon, Bill Miller & Nephew, Joe O'Brien, Shannon Yocom, Grant Grooms & Son, Jeremy Popp & Wife, Cliff & Karen Schmucker, Chris & Ken Koncelik and Flavia, David & Josh Haldeman.



It's Still Evil Dan's Fault!

By **Ken Koncelik**

Well not only did we give away a car to Rick Jones in 2004 but we are looking to give away our second car to some lucky winner on Saturday June 17th, 2006 at the DeLorean Car Show Chicago.

This car is a 1983 Vin SCEDT26T9DD016918. The DeLorean will have around 45-50K miles on it as it is being driven to events and around as promotion. This car has been refurbished to make it a reliable driver and will be cleaned and repaired as required to meet the description as stated.

Items that have been refurbished are:

Brakes

Fuel injectors

Fuel filters

Oil Pressure sending unit

Warm Up Regulator

New Tires

Newly powder coated Wheels

Refinished Fascias

Cleaned and refurbished interior

New Speakers

And much much more (To be listed on the web page)

The rules of this raffle are the same as last time except that this car will be raffled with no minimum sales required. Now that you saw what we are giving away based on the valued amount that you will buy tickets and support YOUR show. It is because of the raffle car that we were able to make Chicago work.

The maximum number of tickets that will be sold is 600. Last car we sold 411 tickets so if we can sell all the 600 tickets this will help fund the next show.

You must be 21 years of age.

And Evil Dan, in case you thought we forgot about you...IT'S STILL YOUR FAULT...AND WE THANK YOU FOR IT! ***



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DeLorean Motor Cars Ltd, based in rural East-Sussex, provides maintenance, restoration, servicing and parts to the UK DeLorean-owning community. If you've ever dreamed of owning a DeLorean, we can make it happen thanks to our extensive experience of importing the cars from North America. We can source, evaluate and import any DeLorean from a non-running restoration project to a concours condition example and take care of every aspect from purchase to UK registration. We also invite you to visit us at any time to learn about our staged upgrades to improve the performance of your DeLorean and to see examples of our "work in progress".

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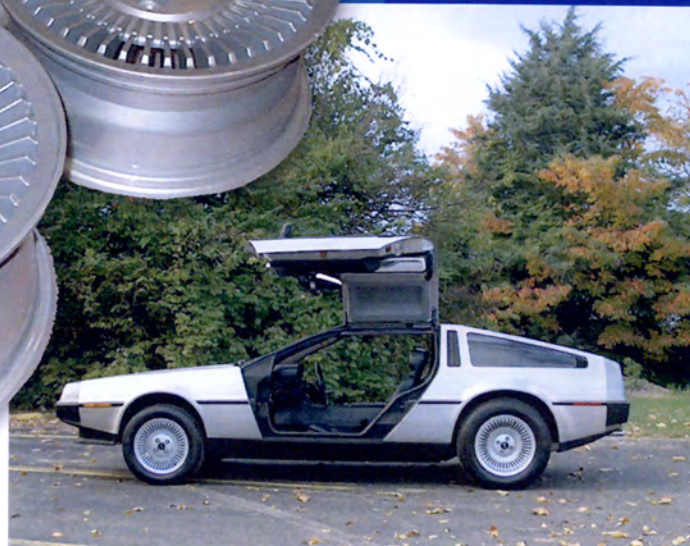
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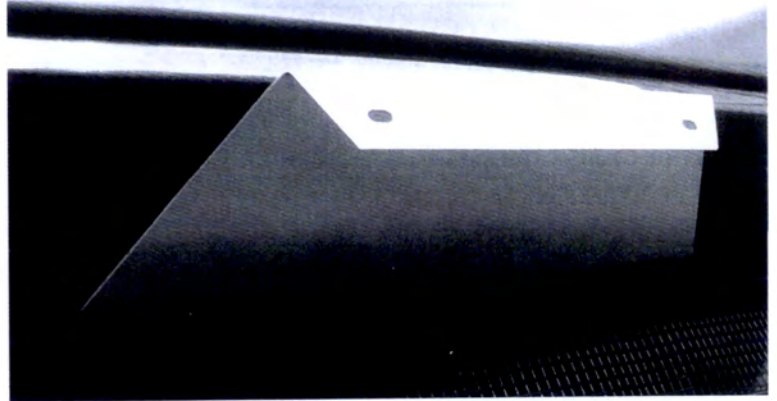
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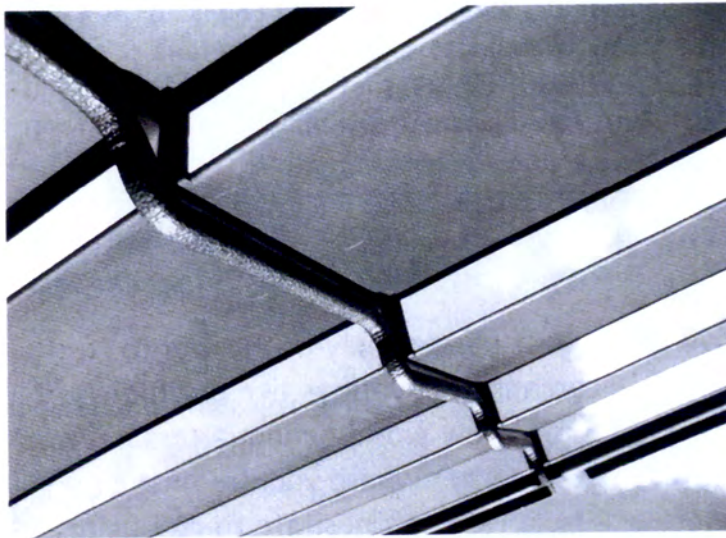
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Totally Stainless...

One of the greatest things about DeLoreans is their stainless steel body. The beautiful grain and luster in late afternoon sunlight is a sight to behold. Don't you ever wish the whole car were made of it? The products here will take you one step closer to stainless perfection. Many of our letter sets are made in both a standard gauge for permanent installation and a heavier gauge to resist damage if removal becomes necessary.



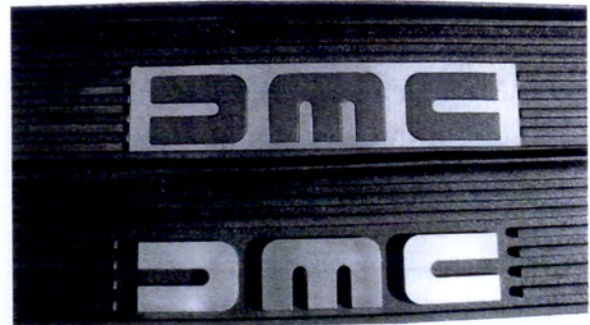
108025GS Stainless License bracket is grained to match DMC body. Black finish also available on request.



SSL6034 Sunshade Louvre Stainless Rib Bracket Kit This is the only sunshade support kit that installs without tools and actually improves appearance. It even repairs center ribs that are broken. Black finish also available on request.



SSL4034 Some cars have unsightly (and unnecessary) screws securing the step plates in place. These holes may be covered with the full negative outline to hide this factory mistake while improving appearance.



SSL3024 + SSL2024



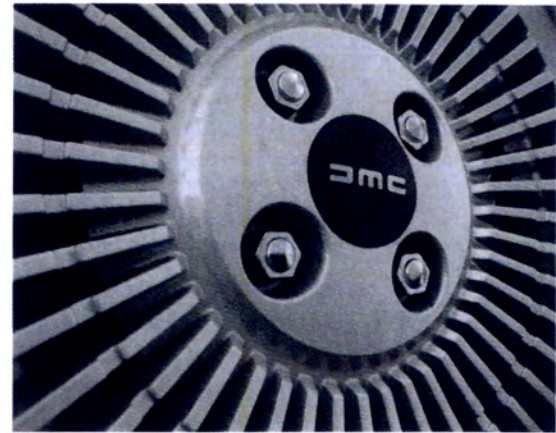
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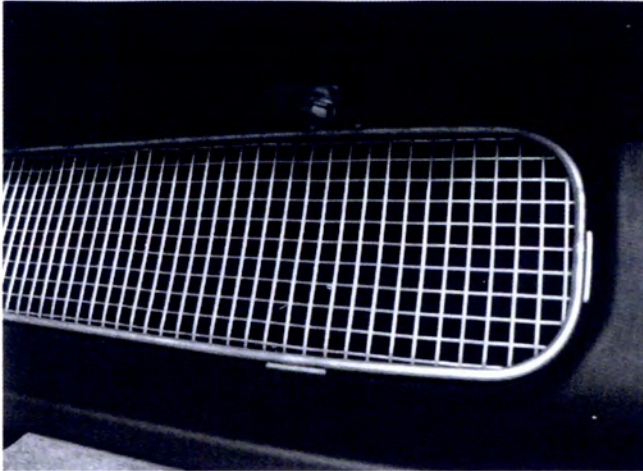
SSL100698

The complete doorsill with negative outline looks fantastic over a doorway or just about anywhere else. You don't have to own a DeLorean to appreciate its style. Makes a great gift for DeLorean lovers of all ages.



SSL1024 DMC Stainless Wheel Cap Logo Set

The best twenty bucks you'll ever spend on your DeLorean. These letters jump out at you and make any DMC wheel look better. Also available as wheel cap sets with letters preinstalled.



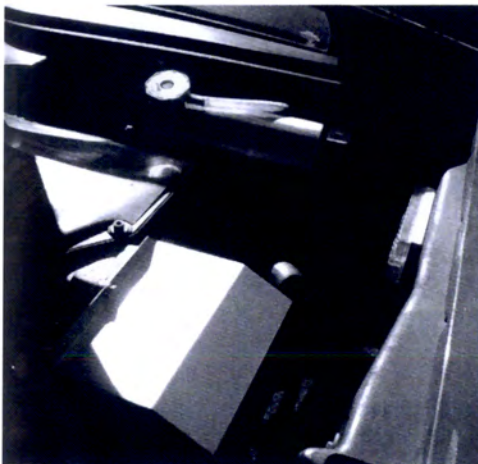
101628GS Stainless Radiator Air Screen The workmanship on this screen is outstanding. In black finish it is almost identical in appearance to stock but will last a lifetime. A must for any car needing restoration work.



SSL4062

111184GS & 101944GS

Stainless Grained Throttle Shield & Coolant Bottle.



SSL1024	DMC Stainless Wheel Cap Logo Set .024 Gauge	\$19.50
SSL108504	DMC Stainless Logo Grey Wheel Cap Set	\$59.95
SSL108738	DMC Stainless Logo Black Wheel Cap Set	\$59.95
SSL2024	DMC Step Plate Positive Logo (Pair) .024 Gauge	\$34.95
SSL2034	DMC Step Plate Positive Logo (Pair) .034 Gauge	\$39.95
SSL3024	DMC Step Plate Negative Logo (Pair) .024 Gauge	\$34.95
SSL3034	DMC Step Plate Negative Logo (Pair) .034 Gauge	\$39.95
SSL4034	DMC Step Plate Negative Full Outline Logo (Pair) .034 Gauge	\$89.95
SSL4062	DMC Step Plate Negative Full Outline Logo (Pair) .062 Gauge	\$99.95
SSL5024	DeLorean Rear Facia Logo .024 Gauge	\$44.95
SSL5034	DeLorean Rear Facia Logo .034 Gauge	\$49.95
SSL6034	Sunshade Louvre Stainless Rib Bracket Kit	\$49.95
SSL100698	R/H Step Plate With Negative Outline	\$94.50
SSL100699	L/H Step Plate With Negative Outline	\$94.50
108025GS	Front License Bracket, Grained Stainless	\$34.50
111184GS	Throttle Shield, Grained Stainless	\$17.50
101944GS	Stainless Coolant Bottle	\$169.50
101628GS	Stainless Radiator Air Screen	\$169.50
101628GB	Stainless Black Radiator Air Screen	\$189.50

Item Below Not Shown

108466GS	Stainless Air Screen Upper Mounting Bracket	\$12.95 Ea.
118466GS	Stainless Air Screen Upper Mounting Bracket Set of five	\$49.50

Extra discount available when purchased with air screen (call)

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